

The China Mail

Established February, 1845.

VOL. XLIII. No. 7518.

九月廿九日一千八百八十八年一月一日

HONGKONG, WEDNESDAY, SEPTEMBER 21, 1887.

丁亥年八月五日

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane; Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—ANNEDE PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO, and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The AROPANGAMAN CO., Colombo.

SINGAPORE, STEPPAIS, &c.—SAUNDERS & Co., Square, Singapore. O. HEINSSEN & Co., Manila.

CHINA.—MAZAR, F. A. DE CRUZ, SANTOS, QUEIROZ & Co., Macao; N. MOALDAN, FONSECA, HENDE & Co., Shanghai.

LANE, CRAWFORD & Co., and KELLY & WILSH, Yekohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAUL'S CAPITAL.....\$7,500,000
RUPEES.....\$3,900,000
CAPITAL OF PRO-.....\$7,500,000

COURT OF DIRECTORS.

Chairman—C. D. BOTTOMLEY, Esq.

Deputy Chairman—H. J. BELL, LIVINGSTON.

W. H. DAILEY, Esq.

H. L. DALMUYNE, Esq.

W. H. FORBES, Esq.

J. S. MOSES, Esq.

H. HOFFMUS, Esq.

Chief Manager.

Hongkong, Thomas JACKSON, Esq.

Manager.

SHANGHAI.—EDWARD CAMPION, Esq.

LONDON BANKERS.—London and Bombay Bank.

HONGKONG.

INTEREST ALLOWED.

OUR Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

ON Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Debts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, September 20, 1887.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours will be weekdays, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

Intimations.

NOTICE.

THE MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY AND THURSDAY, the 9th and 10th November, all MEMBERS of the COMMUNITY are invited to co-operate with the JUBILEE COMMITTEE by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order,

J. H. STEWART-LOCKHART, Honorary Secretary.

Hongkong, September 15, 1887. 1798

NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR SALE, at No. 3, PEEL STREET, at the same price as at the REFINERY; or Retail Orders will be forwarded at addresses in town on applicants forwarding their monthly requirements in writing direct to the REFINERY at East Point.

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 27, 1887. 1128

Intimations.

BRITISH NORTH BORNEO.
GOVERNMENT NOTIFICATION.

No. 64.

TO SHIP-MASTERS, SHIPPING

AGENTS, &c.

WHEREAS it has been brought to the Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to BRITISH NORTH BORNEO find a difficulty in doing so, owing to their want of knowledge of the Date of Departure of Ships and STEAMERS: It is hereby made known that a Commission of about One MILLION DOLLAR for each able-bodied adult Chinese will be paid to whomsoever may chuse to assist in procuring passage for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong, who are hereby authorized to pay such orders.

By the Governor's Command,

L. B. von DONOP,

Government Secretary.

Sandakan, 6th August, 1887.

THE PRINTED ORDERS referred to in the above Notification can be obtained from us.

GIBB, LIVINGSTON & Co.,

Governed Agents.

Hongkong, September 14, 1887. 1785

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 9, QUEEN'S ROAD.

Fire BRICKS OF SUPERIOR

QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG and CHINA GAS COMPANY, Limited.

I have herewith much pleasure in testifying to the quality of the Fire Bricks as made by you at your new works.

In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

I am now about to build them into one of my furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.

Hongkong, May 23, 1887. 1881

POSTPONEMENT OF MEETING OF MARINE LOT-HOLDERS.

M. R. C. P. CHATER gives Notice to the MARINE LOT-HOLDERS and to the ATTORNEYS and AGENTS of absent Marine Lot-Holders that the MEETING proposed to be held at the City Hall on SATURDAY NEXT, the 17th Instant, CANNOT, with due regard to the Important Interests concerned, BEUSEFULLY held on that day, and he begs that the MARINE LOT-HOLDERS and their REPRESENTATIVES will MEET HIM at the same place on SATURDAY, the 1st October next, at 2.30 p.m., instead of the day originally appointed.

Mr. CHATER has, in response to his Invitation, received many valuable Suggestions and Amendments and has been promised many more, and he needs further time to examine them and to obtain the views of the Government thereon.

Hongkong, September 16, 1887. 1807

N O T I C E .

M. R. C. P. CHATER INVITES the OWNERS and the ATTORNEYS or AGENTS of absent Owners of Marine Lots West of the Swimming Bath, TO MERT HIM in the CITY HALL, on SATURDAY, the 1st October, at 2.30 p.m., for the purpose of considering and discussing the Project for the Reclamation of the Foresore extending from the Gas Works to the Swimming Bath, submitted by him to the Government in his letter to the Acting Colonial Secretary of the 13th July, 1887, and approved of by the Government with certain conditions and limitations as set forth in the Acting Colonial Secretary's letter to Mr. CHATER of the 11th August last.

These Letters were published in the local papers on Friday and Saturday, the 12th and 13th August, and copies of them and of this invitation have been posted to every Marine Lot Holder resident in the Colony, and to the Agents or Attorney of every absent Marine Lot Holder whose name and address could be ascertained.

The Plan, dated 6th August last, referred to in the Acting Colonial Secretary's letter is, from this date, on exhibition in the room of the Chamber of Commerce at the City Hall, and is open to the inspection of all Persons interested.

Mr. CHATER will be glad to receive communications from all persons interested, embodying—

(a) Objections to the scheme in whole or part.

(b) Suggestions for its improvement or amendment in any direction.

(c) Pointing out any matters in connection therewith that stand in need of explanation or development.

Mr. CHATER invites those communications that, in his capacity as intermediary between the Government and the Lot Holders, and to enable him to better serve both parties, he may have an opportunity before the Meeting on the 1st October, of submitting any proposed alterations or modifications to the Government, and to be in a better position at the meeting to answer questions, and discuss the amendments that may be proposed.

Owners of Marine Lots and Attorneys or Agents of Owners who have not received the Circular letter and copy of the correspondence above referred to are earnestly requested to apply at once to Mr. C. P. CHATER, making the numbers of the lots for which they are agents, when copies will be forwarded without delay.

Hongkong, 16th September, 1887. 1702

N O T I C E .

FOR the Convenience of Customers, the

Productions of the CHINA SUGAR

REFINING COMPANY, LIMITED, can hence-

forward be obtained by RETAIL,

FOR SALE, at No. 3, PEEL STREET, at the

same price as at the REFINERY; or

Retail Orders will be forwarded at addresses in town on applicants forwarding their monthly

requirements in writing direct to the

REFINERY at East Point.

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 27, 1887. 1128

Business Notices.

LANE, CRAWFORD & Co.
HAVE JUST RECEIVED
New Consignments

of the following:

THE LAMP BELGE, TABLE AND HANGING LAMPS giving a Light equal to 40 standard candles at a cost of less than a farthing per hour.

SEVERAL PRETTY DESERT and DINNER SETS, AND FAIRY LAMPS.

TOILETS SETS AND TOWELS.

SUTTON'S ENGLISH AND CALCUTTA FLOWER AND VEGETABLE SEEDS.

HOES, SPADES, RAKES, TROWELS AND SYRINGES.

LADIES' GARDENING SETS, &c.

HONGKONG, September 20, 1887. 1829

LANE, CRAWFORD & Co.

1829

W. POWELL & Co.

DR. JAEGER'S SANITARY WOOLLEN SYSTEM.

WE HAVE RECEIVED A FULL SET OF SAMPLES OF MATERIALS

FOR LADIES', CHILDREN'S AND GENTLEMEN'S

CLOTHING AND UNDERCLOTHING,

of every description, and are prepared to take Orders on Commission.

TERMS and PARTICULARS on application.

W. POWELL & Co.

1829

ROBERT LANG & Co.

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE THE HONGKONG HOTEL).

(2)

For Sale.

FOR SALE.

JULÉS MUMM & Co's CHAMPAGNE.
Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 per Case of 2 doz.
Dubon Frères & de Gourin & Co's BORDEAUX CLARETS AND WHITE WINES.
Baxters Celebrated "Barley Beer". WHISKY, \$73 per Case of 1 doz.
GIBB, LIVINGSTON & Co. Hongkong, July 18, 1887. 1187

FOR SALE.

TWO beautiful PONIES, One Bay Shetland PONY, One Black High Stepper Manly PONY, perfectly docile and well broken for harness or saddle. They can be seen at CHIARINI'S CIRCUS and every day from 9 to 12 m. where more information can be given. Hongkong, September 14, 1887. 1788

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Electra*, Captain MAESSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 29th instant.

Any Cargo impeding the discharge will be landed into the Godowns of the Kowloon-Pearl and Gully Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Inst. will be subject to rent.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Inst., at 10 a.m. No Fire Insurance has been effected.

SIEMSEN & Co. Agents.

Hongkong, September 20, 1887. 1828

UNION LINE.

NOTICE TO CONSIGNNEES.

FROM ANTWERP, LONDON AND PENANG.

THE Steamship *Harle*, Captain LA POUR, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant; or they will not be recognised.

RUSSELL & Co. Agents.

Hongkong, September 12, 1887. 1765

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo from London, Antwerp and Havre, or Steamships *Rouman* and *Marche*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless notice received from the Consignees before Noon To-day (Friday), the 10th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 23rd instant, at Noon, will be subject to rent, and landing charges at one cent per packet per day.

All Claims must be sent in to me on or before SATURDAY, the 24th instant, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX. Agent.

Hongkong, September 16, 1887. 1800

FROM ANTWERP, PENANG AND SINGAPORE.

THE Steamship *Watson*, Capt. Scott, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

SIEMSEN & Co. Agents.

Hongkong, September 19, 1887. 1820

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALICE ROWE, Hawaiian brig, Captain J. Phillips.—Wiesler & Co.

CLAREN MACKENZIE, British ship, Capt. G. R. Harris.—Order.

GOVERNOR ROBIN, American ship, Capt. Wm. H. Blanchard.—Russell & Co.

IRIS, German schooner, Captain Thos. E. Shaw.—Siemens.

Todays Advertisements.

THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON. (Taking through cargo for NEW YORK.)

The British Steamer *Benelder*.

Capt. THOMSON will be despatched as above on SATURDAY, the 24th instant, at Noon, at BOMBAY. The Steamers are discharging in Paxon's Docks.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co. Agents.

Hongkong, September 21, 1887. 1840

To-day's Advertisements.

To-day's Advertisements.

CHIARINI'S GRAND CIRCUS AND MENAGERIE.



FOR SHANGHAI.

The Steamship *Yangtze*, Capt. Thos. W. STANLEY, will be despatched for the above Port TO-MORROW, the 22nd Inst., at 11 a.m., instead of as previously ac-

tinued.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, September 21, 1887. 1841

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Potemkin*.

Captain JACKSON will be despatched as above on SUNDAY NEXT, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, September 21, 1887. 1838

SHIPPING.

ARRIVALS.

September 20, 1887.

Albany, British steamer, 1,470 t. p. t., Saigon September 18, 1887.

Bravo, British a/c, 2,163 t. E. Ashdown, Shanghai September 18, 1887.

P. & O. S. N. Co.

September 21.

Fero, German steamer, 734 t. N. Han-

new, Newchawng and Chofoo September 16,

Euclid, Edward SCHELLING & Co.

Namoa, British a/c, 804 t. N. D. Golds-

toe, Foochow September 18, 1887.

Satow, 30, General.—DOUGLAS STEAMSHIP CO.

DEPARTURES.

September 21.

Hyades, for Shanghai.

LEAVES.

Bendall, for Singapore and London.

Chingfu, for Thursday Island and Sydney.

Decima, for Bangkok.

F. N. Blundell, for New York.

PASSAGERS.

Arrived.

Albany, from Saigon, 120 Chinese.

For Nomad, from Coast-Ports, Mr Deni-

son, and 100 Chinese.

Brindisi, from Shanghai, Major M.

Thomson, R.N., and native servant, and 6

Chinese.

TO DEPART.

For *Decima*, for Bangkok, 10 Chinese.

SHIPPING REPORTS.

The British steamer *Albany* reports:

Left Saigon on the 16th instant, had fresh

W. S. W. winds to Cape Pichau; thence to

port light variable winds and fine weather.

The British steamer *Waverley*, reports:

Foochow to Amoy; light variable winds and

calm fine weather. Thence to Shatow,

light South-Westerly winds, smooth sea and

fine. Thence to port strong North-Easterly

winds, high sea and swell, from the S.E.,

with occasional squalls of rain. In

Foochow, steamer *New Guinea* Seafarers

in Amoy, *Borneo*, *Fukien*, *Ingraham*, and

the Australasian Colonies, Pondicherry,

Madras, Calcutta, Aden, Mauritius,

Egypt, Malta, and Gibraltar.

THE usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Yangtze*

will be despatched on THURSDAY, the

29th instant, with Mails for the United

Kingdom, Europe, and countries be-

yond, *via Brindisi*, to the Straits Settle-

ments, Netherlands Indies, Burma,

Ceylon, India, Aden, Egypt, Malta,

and Gibraltar.

THE usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Nekar*

will be despatched on THURSDAY,

the 29th instant, with Mails for the

United Kingdom, Europe, and countries be-

yond, *via Brindisi*, to the Straits Settle-

ments, Netherlands Indies, Burma,

Ceylon, India, Aden, Egypt, Malta,

and Gibraltar.

THE usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Yangtze*

will be despatched on THURSDAY,

the 29th instant, with Mails for the

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and Gibraltar.

THE usual hours will be observed in closing the Mails, &c.

The five prisoners who have been detained out of the thirty-three arrested in connection with the Amoy-burglary case, were again brought before Mr. Weddhouse in the Police Court to-day. Mr. Caldwell and Mr. Holmes were present representing some of the defendants. Hans Lassen, who on Saturday last gave evidence at considerable length as to the manner in which the attack was made on Mr. Woldhouse's house, was further examined. Inspector Quincey, who has charge of the case, said he had no further evidence to bring. Mr. Woldhouse said he would remand the case in order to get the medical evidence as to the injuries which Mr. Lassen had received, and afterwards commit the case for trial. Mr. Holmes said the medical evidence could not affect his client (the 28th prisoner), as there was nothing whatever to connect him with the attack, and in the circumstances he submitted that the man should be discharged. Mr. Woldhouse asked Inspector Quincey what evidence there was against the 28th prisoner. Inspector Quincey said there was no evidence against him in this case, but he intended to bring another charge against him in connection with certain weapons and some Triad Society banners and insignia that had been found in the house in which the prisoner was living. The 28th prisoner was then discharged.

The 24th prisoner, who was represented by Mr. Caldwell, was also discharged, there being thus three left to be dealt with. The 23rd prisoner was brought before Mr. Mitchell-Innes in the afternoon in connection with the new charge against him, but no evidence was taken, the case being remanded on the request of Inspector Quincey. Bail was allowed in two sureties of \$100 each.

A NATIVE Catholic paper says that the Japanese Government is about to establish a new state department called the Railway Board.

According to the *Hipao* the Formosa Savages are still giving much trouble in the Northern part of the Island, and have recently killed many people. H. Ex. Li Ming-chien has therefore decided to march against them as soon as the weather is cooler.

The N. C. Daily News says:—On the 16th inst. the British barque *Batavia*, which got on shore about two weeks before in the Yangtze between the Two Beacons, and was sold at public auction, and which afterwards got off and brought to Shanghai, was again sold at auction for Tls. 2,000. We believe she is to be broken up.

Mr. New York correspondent of the *L. & C. Express* says:—There is a curious Chinese morning paper in the Chinese quarter. This Oriental sheet consists of a little piece of the side of a house in Mott-street, on the bricks of which are pasted all the reports of news and all the advertisements of the Chinese colony. Every Chinaman who has anything to say or to sell contributes to this queer paper, and publishes his contribution with a paste-pot. The Chinaman here are nearly all well-to-do. Living on c. b. worth of beef a day and 20 worth of vegetables, it could hardly be otherwise. Gambling is their prevailing vice, but the money lost is among themselves. Nearly every Chinaman on the continent now curls up his pigtail on the back of his head, to prevent its being used as a bell-rope, thus revolutionising an ancient custom.

The Tientin correspondent of the *Shanghai Courier*, writing on the 19th inst., says:—Two balloons manufactured at the Arsenal were fired in the Vicereyn's Yamen yesterday but as they were small and mere playthings, only about six feet in diameter, it was drawn down. It is unnecessary to say that many natives gathered to see the sight, and much excitement was evinced; as they gazed at the freed balloon until it faded in the dim distance of the sky. Since in manufacturing small-balloons, is not a guarantee that larger ones can be made equally well, and it would be a great mistake if H. E. Li Hung-Chang thinks that the experiment demonstrates that in future this aerial machine can be made in this country to answer all purposes of war. The balloon is so precarious a thing any way that only desperate men will be induced to mount in them.

The water in the flooded country is going down fast. In many places the subsidence is so rapid, that it is perfectly perceptible even to the naked eye. The settled state of the weather too will soon enable the overland traveller to make his journey over terra firma again.

The Foochow Echo says:—Grocers are hard up every side about the place at which the Tea-Export is being sent. Up to the end of August, nearly 25 million pounds were shipped from this port; and considering that monthly deliveries of all China tea in London average over 10 millions a month, it was surely to be expected that shipments would now be loosened rather than increased. Yet we find that 3 millions were sent off in the first week of this month and barely less during this second week. We have nothing to say about the temptation offered by the reduction in the rate of freight; our mind is running rather at the moment on the effect these large additions to the export will have on the London market.

Prix de good to steady—medium, rather weak; all kinds slow of sale' is the substance of the latest telegraphed news, and this does not show a position strong enough to bear the strain of well-advised counsels which this side which can only be read as unfavorable. We can but hope for the best and of course it is quite possible that the present range may be maintained.

Captain Talbot—I object to the principle of the thing; I do not think it is for the benefit of the Company that Messrs Warner Blodgett & Co. should have a permanent agency.

Captain Talbot—I recognize the right of Messrs. Fait & Co., but I do not recognize the right of Messrs Warner Blodgett & Co.

The Chairman—I am not better than that they should be the agents in Manila when they are backed by the majority of the Manila shareholders. It is better that they should have the agency, when they have some voice in the matter than that even a stronger house or strangers should have it.

Captain Talbot—I object to the principle of the thing; I do not think it is for the benefit of the Company that Messrs Warner Blodgett & Co. should have a permanent agency.

Captain Talbot said Messrs Warner Blodgett & Co. knew better than anybody else about the running of the steamers, but he objected on principle.

The *China Mail* publishes a compact state paper by one Li who has made a special study of the Yellow River. He recommends that the mouths of the river be thoroughly dredged and deepened; that the river be kept in motion at the places in its course where it is apt to silt up; that advantage be taken at certain points where the levels are suitable to relieve the river by means of strong locks or culverts; and that the river be kept where it is, in its most ancient and natural channel.

CHINA AND MANILA STEAM SHIP COMPANY.

An extraordinary general meeting of this Company was held this forenoon. Mr. W. H. Forbes presided, and there were also present: Messrs. J. S. Moses, F. Grimes, D. J. Dunlop, W. Shewan, E. George, Bazonjee, Captain Talbot, and Mr. R. Shawan, secretary.

The Chairman—I do not think it is necessary for me to make any remarks on this occasion, as I think the notice in the papers is sufficient for the shareholders and for the public generally.

Mr. J. S. Moses then proposed a resolution to the effect that the senior partner or principal representative of the General Managers for the time being resident in Hongkong shall be the Chairman of the Company.

Captain Talbot seconded, and the motion was carried unanimously.

Mr. E. George moved that the capital of the Company, which now stands at \$350,000 divided into 3500 shares of \$100, fully paid up, be reduced to \$175,000 divided into 3500 shares of \$50 each, and that such reduction be effected by cancelling paid-up capital which has been lost or unrepresented by available assets to the extent of \$50 per share.

Mr. Dunlop seconded and the motion was carried.

Mr. Grimes moved that in Sections 1 and 2 of Article 10 the words 'Messrs Warner Blodgett & Co.' be substituted for the words 'Messrs Peale Hubbard & Company' where the latter words occur.

Mr. Shawan seconded and the motion was agreed to.

Mr. Dunlop moved that article 11 be inserted, amending the General Managers to appoint, remunerate and remove local agents and appoint new ones at any ports (including Amoy and Manila) on the termination of the present special agencies of Messrs. Fait & Co., and Messrs. Warner Blodgett & Co. and declaring that the Power of Attorney in favour of Edwin Heath Warner and Earle Walter Blodgett dated the 23rd April 1887, sailed with the common seal of the Company and signed by the General Managers, be and the same is hereby confirmed.

Mr. Bazonjee seconded and the motion was declared carried.

Mr. George—I do not quite see the object of that resolution. The General Managers have of course the power to appoint agents.

The Chairman—We have the power to appoint sub-managers at different places except Amoy and Manila. The shareholders are the only ones that can remove the agents at Amoy and Manila. The General Managers cannot.

Captain Talbot—I do not quite agree with the Chairman, as it makes Messrs Warner Blodgett & Co. perpetual managers, as long as they hold a certain amount of shares. I have no objection to their appointment as agents, but I do not object to their being made perpetual agents.

The Chairman—Of course as far as Messrs Russell & Co. are concerned we take it as a compliment to leave everything in our charge without having anybody to consult with.

Mr. R. Shawan said it was perfectly plain that the resolution would be carried, as it was the wish of the shareholders in Manila, and if the motion was not passed at this meeting it would simply necessitate the calling of another meeting. It was quite apparent that Mr. Chater and Mr. Moses had far too many other interests to attend it to devote much time to the Company's affairs. Mr. Chater was not present to-day because he had other business to attend to. I think if we put up to them fair and square they would yield up their renunciative.

Mr. Moses—From what I heard Mr. Chater say I understand that his intention was to resign. This motion however has taken me quite by surprise, we were not informed of it before. I am sure if that had been brought to our notice we would have withdrawn.

The Chairman—We did not make this resolution.

It is Captain Talbot's resolution, and I myself am to vote against it.

Captain Talbot—I think I mentioned at the previous meeting that I intended to make this motion.

The Chairman—You may say on the other hand that is why they have been appointed—because they are large shareholders.

Captain Talbot—I consider that to appoint perpetual agents as you are practically doing is not beneficial to the Company.

The Chairman—They can be removed by the shareholders.

Captain Talbot—I know that once they are appointed it is impossible to remove them. They hold a certain amount of shares.

The Chairman—You may say on the other hand that is why they have been appointed—because they are large shareholders.

Captain Talbot—I consider that to appoint perpetual agents as you are practically doing is not beneficial to the Company.

The Chairman—They are singular in that respect.

Mr. E. George—I do not understand how they are perpetual agents.

The Chairman—They are agents just so long as the shareholders wish.

Captain Talbot—I quite understand why there is no preference given to them.

The Chairman—We cannot very well do this.

The Chairman—The Manila agents are on the same footing as the Amoy agents. They have virtually taken over all that Messrs. Peale Hubbard & Co. had.

Mr. Dunlop—I understand that they have a great number of votes at Manila.

Captain Talbot—I know that practically if you elect them it is impossible to take away the agency again.

Mr. George—Why not leave it to the discretion of the General Managers?

The Chairman—We cannot very well do this.

The Chairman—The Manila agents are on the same footing as the Amoy agents. They have virtually taken over all that Messrs. Peale Hubbard & Co. had.

Mr. Dunlop—I understand that they have a great number of votes at Manila.

Captain Talbot—I know that they have 1100 shares at their command.

But when the Company was formed I made a protest to them on the part of the shareholders.

Mr. Dunlop said he had protested.

Mr. George—I do not think it is for the benefit of the Company that Messrs Warner Blodgett & Co. should have a permanent agency.

Captain Talbot—I recognize the right of Messrs. Fait & Co., but I do not recognize the right of Messrs. Warner Blodgett & Co.

The Chairman—I am not better than that they should be the agents in Manila when they are backed by the majority of the Manila shareholders.

It is better that they should have the agency, when they have some voice in the matter than that even a stronger house or strangers should have it.

Captain Talbot—I object to the principle of the thing; I do not think it is for the benefit of the Company that Messrs Warner Blodgett & Co. should have a permanent agency.

Captain Talbot said Messrs Warner Blodgett & Co. knew better than anybody else about the running of the steamers, but he objected on principle.

The Chairman—It is the same principle as is applied with regard to the Amoy shareholders.

Captain Talbot—I object to this at the time the Company was formed. I do not wish, however, to impede the motion.

Mr. E. George—The discussion is for the benefit of all concerned.

Captain Talbot—That is why I have raised it.

Some further conversation took place on this subject, but as the resolution had already been passed, nothing came out of it.

Captain Talbot then moved that the sum of \$8 shall be inserted in Section 7 of article XII in lieu of the sum of \$2000 as re-arrangement of the Consulting Committee.

He said that under the present circumstances of the Company the motive of this resolution seemed to be sufficiently evident—namely, to economise. The business of the Company had now been reduced to two steamers, and the work had not become so ample that the services of the Consulting Committee seemed to be of great service.

The Chairman—I do not think it is necessary to get a nominal consideration.

Captain Talbot—It would be better to have it in a easier way or more pleasant way.

Captain Talbot said perhaps it was a matter of economy that the resolution was not published.

Mr. E. George—The discussion is for the benefit of all concerned.

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To Let.

PROSPECTUS.

Mails.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WHAMPOA.

Port's Name.	Flag & Rig.	Destination.
Amoy	Brit. str.	Hongkong
Clara	Ger. str.	
Lee Fang	Brit. str.	
Ningpo	Brit. str.	Shanghai
Peking	Brit. str.	Shanghai

AMOY.

In port on September 14, 1887.

MERCHANT STEAMERS.

Port	British
Fukien	British
Formosa	British
Ingraham	German
Thales	British
Yorkshire	British

MERCHANT SAILING VESSELS.

Andreas	Ger. bgo.
Centaur	Ger. bgo.
Chateaubriand	Brit. bgo.
Claro Babuyn	Brit. bgo.
Else	Ger. bgo.
Francisca	Ger. sch.
Galveston	Ger. bgo.
Hedwig	Brit. bgo.
Louisa	Dan. sch.
Moridian	Siam. sch.
Omega	Brit. bgo.
Worley	Brit. bgo.

FOOCHOW.

In port on September 8, 1887.

MERCHANT STEAMERS.

Port	British
Hevor	British
Glenroy	British

SHANGHAI.

In port on September 10, 1887.

MERCHANT STEAMERS.

Port	British
Benedict	British
Brindisi	British
Fayor	Chinese
Ingborg	British
Kinim-pau	Chinese
Kiang-ru	Chinese
Kwang-ko	British
Kwang-lee	Chinese
Nanping	British
Newchwang	British
Ngankin	British
Norden	Danish
Omi Maru	Japanese
Palinurus	British
Stora Nordisko	Danish
Taiwan	British
Travancore	British
Yangtsze	British

MERCHANT SAILING VESSELS.

Port	British
Emilia	Nor. bgo.
Loong Wha	Br. 3m.sch.
Sibiris	Ger. bgo.

SHANGHAI.

In port on September 10, 1887.

MERCHANT STEAMERS.

Port	British
Benedict	British
Brindisi	British
Fayor	Chinese
Ingborg	British
Kinim-pau	Chinese
Kiang-ru	Chinese
Kwang-ko	British
Kwang-lee	Chinese
Nanping	British
Newchwang	British
Ngankin	British
Norden	Danish
Omi Maru	Japanese
Palinurus	British
Stora Nordisko	Danish
Taiwan	British
Travancore	British
Yangtsze	British

MERCHANT SAILING VESSELS.

Port	British
Asia	Brit. sh.
Aurora	Brit. bgo.
Batavia	Brit. bgo.
Bon. Sewall	Amer. sh.
Honolulu	Brit. sh.
Martha	Brit. bgo.
Wm. C. Connor	Amer. sh.

TIENSIN.

In port on September 3, 1887.

MERCHANT STEAMERS.

Port	British
Argos	Ger. bgo.
Hak Lee	Dan. bgo.
Infatigable	Nor. bgo.
Siam	Siam. bgo.
W. Siegfried	Brit. bgo.

NAGASAKI.

In port on September 7, 1887.

HIOGO.

In port on August 29, 1887.

MERCHANT STEAMERS.

Port	British
A. H. Smith	Amer. sh.
Fearless	Ger. out.
Gov. Goodwin	Amer. sh.
Wm. H. Smith	Amer. sh.

YOKOHAMA.

In port on September 9, 1887.

MANILA.

Port	British
Ananba	Brit. bgo.
Auston	Nor. bgo.
Bou. T. Hunt	Amer. bgo.
Britannia	Nor. bgo.
Carl Bohn	Ger. bgo.
Daggy	Nor. bgo. Boston

TIENTSIN.

In port on September 3, 1887.

MERCHANT STEAMERS.

Port	British
Argos	Ger. bgo.
Hak Lee	Dan. bgo.
Infatigable	Nor. bgo.
Siam	Siam. bgo.

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In port on September 9, 1887.

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Port	British
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Auston	Nor. bgo.
Bou. T. Hunt	Amer. bgo.
Britannia	Nor. bgo.

TIENTSIN.

In port on September 3, 1887.

MERCHANT STEAMERS.

Port	British
Argos	Ger. bgo.
Hak Lee	Dan. bgo.
Infatigable	Nor. bgo.
Siam	Siam. bgo.

NAGASAKI.

In port on September 7, 1887.

HIOGO.

In